



rate of mortality is one in (44.55) a little more than every forty-four inhabitants. Now, from a most careful examination of the facts by the committees appointed by the Crown, and by health of town associations, it is proved that the annual rate of mortality need not differ from two per cent., or one death to every fifty inhabitants. They therefore charge upon the Parliament of England the destitution of sixty thousand inhabitants annually, for the want of proper sanitary measures. Such facts as these, which cannot be controverted, have aroused the whole English nation to the importance of sanitary enactments.

In the United States, with no overgrown metropolis like London, nor large manufacturing towns like Manchester, nor depraved underground population like Liverpool, but with the elements of greater healthiness, it is ascertained that the rate of mortality is one in every (44.60) forty-four inhabitants, differing but a small fraction from the mortality of a country where sixty thousand persons are annually sacrificed by deficient legislative action. If this reasoning be true, and it challenges contradiction, then the United States is chargeable with the sacrifice of one hundred thousand lives annually, and the State of Maryland two thousand five hundred out of this number, for the want of proper sanitary measures.

This question presents itself to the consideration of the legislature as a great national measure, advocated in the most earnest manner by those best qualified to judge of its merits. At a late session of the Medical Convention convened at Philadelphia, and composed of eminent medical men from every State in the Union, this question formed an important topic of discussion, and a series of resolutions, directing its members to use their influence in their respective States to procure the passage of registration laws—and in compliance with this appeal, bills of a similar character have been reported to several of the legislatures of the Union.

Fully concurring in the importance of the measure, the committee therefore report a bill.

WM. P. WHYTE,  
CHAS. R. HOWARD,  
J. T. B. DORSEY.

[ Document S. ]

BY THE HOUSE OF DELEGATES,

March 4th, 1848.

Read and ordered to be printed.

REPORT

OF THE

SELECT COMMITTEE,

IN RELATION TO THE

INSPECTION OF TOBACCO

IN THE

STATE TOBACCO WAREHOUSES.



## REPORT.

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The select committee appointed by the House of Delegates, charged with the examination of the Maryland State Hospital, were also directed to examine into, and report to the House, the present condition of the State Tobacco Warehouses. After having performed the duty assigned them in reference to the Hospital, under the polite attention of the Tobacco Inspectors, your committee proceeded to investigate the subject that next claimed their attention. They are much gratified in being enabled to state, that they found the inspectors polite, and for the most part frank in the answers elicited by the various interrogatories propounded, and which they trust will result in benefit to the planter and to the tobacco trade. Your committee did not enter upon this investigation so much with a view of finding fault with the present inspectors, whose term of service is about to expire, but for the more agreeable purpose of ascertaining the abuses, if any, which may have existed heretofore, and of applying a suitable remedy for them in future. They are constrained, however, to say, that there are evils connected with the present mode of management in the State warehouses, which cry aloud for reform--evils that have not grown up since the administration of the present incumbents commenced, but which have been sanctioned by the example of those who have preceded them for years past. One of the greatest evils existing, and, indeed, your committee may safely say, the very greatest, is to be found in the manner in which labor has been employed in the respective warehouses. By virtue of law passed some years since, the inspectors were invested with unlimited control in the employment of labor, with the single exception of limiting the pay of hands that might be employed by them, to the sum of one dollar per day; under the same law, they were allowed to take their own servants to the warehouses and to hire servants from others on their own account; under this system, in the opinion of your committee, a monstrous abuse has grown up. They have no doubt that the law alluded to, never designed that

the inspector should receive more for labor than he actually paid himself, yet it has become a practice, and one almost consecrated by the lapse of time, for the inspectors to hire servants at the usual sum they can be hired for in the country, viz: \$60 or \$65 per annum, for which they charge the State at the rate of one dollar per day. True, their board and clothing are paid for by the inspector so hireing, but still deducting the expense for those, there is a large surplus coming into the pocket of the inspector by the way of perquisites. There have been instances also, as your committee were creditably informed, where servants belonging to gentlemen residing in the city of Baltimore, and who furnish them with board and clothing themselves, having been hired in the warehouses at four dollars per week, but still the tobacco fund has been called upon to pay the one dollar per day, making a difference of two dollars per week in every hand so employed. On some occasions laborers have been employed at less than a dollar a day, even when engaged by the day, but yet the tobacco fund has always been haunted, and made to yield up the entire "Carolius." Your committee deem these things the fruits of an inadequate salary, and the legitimate results of the unlimited power given to the inspectors to employ hands for the uses of the warehouses. Under such a system they are clearly of the opinion there is too great a temptation to employ more labor than is necessary for carrying on the operations of the warehouses, in order that the inspectors may appropriate the difference between one dollar per day and the amount actually paid as perquisites. Your committee do not mention these things for the purpose, as said before, of casting censure upon those gentlemen who now happen to occupy the responsible positions of tobacco inspectors, but with a view of placing the House in possession of the facts, that they may apply the proper remedy. In contemplation of the foregoing facts, they would recommend the passage of a law prohibiting the inspectors from carrying their own servants to the warehouses, or of hireing servants from others on their own account, but at the same time they are clearly of opinion, that if the inspectors be deprived of these privileges, the salary should be increased to the sum of fifteen hundred dollars per annum.

By an examination of the Treasurer's Reports, it will be perceived, that the expenses for inspecting tobacco at the State Tobacco warehouses, for the last two years, have largely augmented, and your committee must do the inspectors the justice to say, that they have laboured under difficulties that have never been experienced by any of their predecessors, and that the expenses have increased thus largely, in consequence of a much greater quantity of tobacco reaching the Baltimore market for the last three years, than has ever been experienced at any former period. The State being unprovided with sufficient room for the increased number of hogsheads arriving in market, the inspectors were obliged to look out for storage room elsewhere, for tobacco for which there was no room in their respective ware houses. As many as 18 or 20 thou-

sand hogsheads have been stored out at one and the same time, the expenses incident to which, including storage, drayage, scowage, insurance and extra labour employed, have been very great. The inspector at warehouse No. 3, which is a house of small dimensions, and in which there has been as much tobacco inspected as at almost any other, has had the largest expense to bear in this respect, the number of hogsheads stored out from said house, being much larger than that from any other—having, at one time, more than four thousand thus situated. The storage account, and the incidental expenses connected therewith, having been for this house alone, for the last two years, nearly sixteen thousand dollars.

The stock of tobacco now on hand, amounts to about 28,000 hogsheads, nine thousand eight hundred of which are still stored out. The houses now in operation, numbers one, two, three, four and five, cannot store, with a due regard to the facility of inspection, more than eighteen or nineteen thousand hogsheads. The House of Delegates will therefore readily perceive, when they reflect that last year there was inspected the enormous amount of seventy thousand hogsheads at the different warehouses, and this year, as high as fifty one or two thousand (with no great deal of shipping going on,) and the limited accommodations, the State has had of receiving and taking care of the same, how it is, that the expenses connected with our tobacco inspections have so largely increased. But your committee indulge the confident hope and belief, and indeed they have no doubt of the fact, that when the present stock on hand shall be disposed of, and the new warehouse on Conway street, which is very large and commodious, sufficiently so for the storage of 7 or 8 thousand hogsheads with convenience, and which is now completed, gets into operation, the tobacco fund, with a little economy on the part of the inspectors employed, will derive a vastly increased annual revenue from the inspections.

From all the evidence coming to the knowledge of your committee, they deem it unadvisable for more than five warehouses to be put under commission, and still less advisable, to set any one of the six apart, as a general storage house, because of the endless confusion that would arise from storing tobacco inspected at the different warehouses under the same roof. All of the houses have the same running numbers placed upon the tobacco inspected at the different houses, and by being stored together in the same house, this fact alone, would give rise to much trouble, confusion and delay. They are, however, convinced that the interest of the trade would be greatly advanced by discontinuing No. 5, as an inspection house, and making the same a storage house for No. 2, and by setting apart a portion of No. 6, to make storage room for No. 3. The other warehouses, under ordinary circumstances, being large enough to receive and take care of all the tobacco that may be offered at them.

•Your committee ascertained that for the two years last past, the

amount paid for nails was about \$21,100 dollars, for the two years inclusive. And although nails have been furnished to the present inspectors for  $12\frac{1}{2}$  cents per pound, a sum rather less than was paid by their predecessors, yet your committee cannot doubt, that a considerable sum might be still saved to the tobacco fund, by empowering the Governor or the Treasurer of your State, to put this item out on contract to the lowest bidder, due regard being always had to the size, quality and kind of nails, as well as to the obligation to be entered into in reference to the faithful performance of the contract.

Under the head of labor, a charge of additional clerk hire has been one of the items; for which clerk hire, the sum of two dollars per day has been paid to each clerk employed, which amounts in the aggregate for each house to never less than \$1,200, per year, and frequently more, independent of the sum paid the chief clerk, whose salary is fixed at \$750. From the concurrent testimony of all the inspectors, as well as from information derived from other sources, your committee are clearly of the opinion, that no inspector can properly conduct the business of a warehouse, without the employment of three clerks. One to attend to the books and accounts, and to act as inspector in his absence; another to attend to the receiving, weighing, marking the hogsheads, and adjusting the samples, and a third, whose chief duty it should be to attend to the delivery and shipping of tobacco from the warehouse, at which he may be employed.

Your committee deem it unadvisable to require the inspectors to brand the tobacco inspected at their respective warehouses in consequence of the great danger (from fire,) attendant upon the process, and the additional expense, that would be incurred in the way of fuel and labor, but from what they know of the views and wishes of the Maryland planters upon this subject, they would recommend the adoption of another mode by which the same end might be arrived at, namely, the marking on every hogshead, with proper marking irons, the abbreviated name of the State, wherein such tobacco may have been grown, and also to require the inspector to write the name of the State from which the tobacco comes, in full upon all samples drawn by him in addition to marks now placed upon such samples.

Incidentally connected with the subject of the warehouses, the present condition of the State wharves, and the manner in which wharfage is now collected by the State wharfinger, came under the consideration of your committee. They are decidedly of opinion, that a largely increased revenue would be derived to the State from this source; either by renting the same out, or by placing them on a footing with wharves belonging to the city of Baltimore. By the law creating the State wharfinger, passed in 1827, he was directed to collect wharfage in accordance with the provisions of the then ordinance of the city, in reference to the collection of wharfage at the city wharves. The same law providing, that any future ordinance passed by the city authorities in

relation to this subject, should also be the guide for the State wharfinger.

Previously to 1839, there were little else than tonnage duties collected both at the State and city wharves. During that year, and the year following, the city authorities passed two ordinances, reducing the tonnage duties, collected at the city wharves, and placed a certain rate of taxes upon goods, wares and merchandise landed upon said wharves. The State wharfinger continued to collect the tonnage duties, but failed to carry into effect that portion of the ordinances alluded to, placing a tax upon goods, wares and merchandise. By a reference to the laws upon the statute book relating to this subject, it will be perceived that the legislature passed a law in 1841, prohibiting the ordinances of 1839 and 1840, from applying to the State wharves. The consequence has been, a largely diminished revenue to the State from this source, and much additional inconvenience and trouble to the wharfinger, and to vessels engaged in the tobacco trade from other vessels resorting to the public wharves, to land or take in freight, because they can do so, without incurring so great an expense as they would be liable to, were they to resort to the city wharves for the same purpose. Under these circumstances, your committee do not hesitate to recommend the adoption of a law repealing the law of 1841, and placing the public wharves upon precisely the same footing with those belonging to the city—both as regards the collection of tonnage duties, and the rates of taxes laid upon goods, wares and merchandise, as regulated by the city ordinances of 1839 and 1840. At the same time reserving to the boats engaged in the tobacco trade, all the privileges they now enjoy, by virtue of the various enactments now in force. Your committee think it would be better for the interest of the State, that the wharfinger should be required to rent out Pratt street wharf at auction, provided no contract for the same, should continue for a longer period than one year.

Your committee are sorry to be compelled to say, that Captain Taylor of the steamer Maryland, is largely in arrearages to the State, for wharfage dues owing at this time for three years and three months wharfage, a sum which according to information received from the State wharfinger, amounts now to about twelve hundred dollars. It is due to the wharfinger to State that he has made an effort, by suit, to recover this money, but during its progress the matter in dispute between himself and Capt. Taylor, was referred to the attorney general for arbitration, but which has not yet been settled by him. Capt. Taylor also informed one of your committee, that so soon as the Attorney General should dispose of this matter, thus referred to him, that the owners of the steamer Maryland were ready and willing to pay over whatever might be found due by said officer.

By an act of the legislature passed some years since, and which your committee have not been enabled to lay their hands upon, the privilege was given the Maryland to occupy a birth at Dugan's

wharf, when she was in port, to the exclusion of other vessels, upon the ground that she was numbered among that class of boats termed tobacco vessels, but inasmuch as your committee have ascertained that this steamer for a number of years past, has carried but a small quantity of tobacco to market, and the place she occupies at the wharf could be better managed for the use of the State than by permitting her still to enjoy the privilege, she now has, they would recommend that she shall be placed upon the same footing, as other vessels and steamers resorting to the wharves, which are not classed under the head of tobacco boats, reserving at the same time the right to the said steamer, to land what tobacco she may carry to the warehouses free of any wharfage duty.

Your committee deem it advisable that a certain portion of the public wharves adjacent to the tobacco inspection houses should be set apart for the use of the tobacco boats when they arrive in port, to the exclusion of other vessels, differently laden, and that such portion of said wharves so set apart, should be placed under the control of the tobacco inspectors, in order that due facility may be given to the landing of tobacco designed for said inspection houses. And they would also suggest with a view to the facility of landing tobacco, and to an increase of the revenue derived from the wharves, that whenever an inspector shall furnish a birth for a tobacco boat, the master of said boat, shall loose no time in landing said tobacco, nor should he land a portion of his cargo, and then go elsewhere to land other articles, that he may have on board, and afterwards return to the same birth, and occupy it to the exclusion of other vessels; but in all cases he should be compelled to land the whole of his tobacco cargo, before leaving the wharf, or loose his right to occupy the same birth to the exclusion of other boats.

In view of the foregoing facts and circumstances connected with the public wharves, and State tobacco warehouses, your committee would recommend the adoption of the accompanying bills, in reference to the same.

All of which is respectfully submitted,

THOMAS MARTIN, from the Select Committee  
appointed to inspect the State Tobacco Warehouses.

[Document T.]

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BY THE HOUSE OF DELEGATES,

March 6th, 1848.

Read and ordered to be printed.

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## COMMUNICATION

FROM

TENCH TILGHMAN AND SAMUEL SPRIGG

MEMBERS OF THE

BOARD OF STATE'S AGENTS,

IN REPLY TO

A COMMUNICATION FROM WILLIAM PRICE,

LATE DIRECTOR IN THE

Chesapeake and Ohio Canal Company.

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